

# ODOT puts out 'welcome' mats

Gov. Neil Goldschmidt painted "Welcome to Oregon" on the Interstate 205 bridge just before Memorial Day as part of a statewide project to welcome tourists.

The message, along with "Come-Back to Oregon" in the opposite travel lane, also has been painted by the Highway Division at Oregon's six major entrances, according to State Highway Engineer Larry Rulien.

## Commission urges repeal of Parks fee

The \$2 per night fee charged to non-resident campers in Oregon State Parks may be eliminated.

Action taken by the Transportation Commission and the state Legislature pushed that possibility closer to reality in late May.

Senate Bill 226, which strikes the so-called surcharge from Oregon statutes on Jan. 1, 1988, unanimously passed the Senate with no discussion in early May.

That action followed five hearings on the bill by the Senate Transportation Committee.

The committee, chaired by Sen. Jane Cease of Portland, wrote a letter to Transportation Commission Chairman Michael Hollern, which stated that the Senate committee "does not want this legislation to have a negative revenue impact on the 1987-89 budget" of the Parks Division.

The committee indicated that camping fees to residents should be increased to cover the potential revenue loss of nearly \$900,000 per biennium for the division.

In response to the committee action, the Transportation Commission at its May meeting passed a resolution supporting elimination of the \$2 surcharge. The resolution referred to the negative image created for visitors by the fee and "consider-

See SURCHARGE, Page 3

The mats were painted on the north and south ends of Interstate 5 and U.S. Highway 101, as well as U.S. 97 near Klamath Falls and I-84 near Ontario.

Other signs designed to welcome visitors to Oregon are on the way.

Signs informing motorists that they are near the route of the historic Oregon Trail are scheduled to be placed this month along I-84 by the Highway Division.

Fifty-eight signs will denote 29 locations between Troutdale and Farewell Bend.

The signs will be used on free-ways, highways and county roads that are generally within five miles of the historic trail and run in the same valley, plateau or other geographic feature, according to Steve Corey, chairman of the Governor's Oregon Trail Advisory Council.

The historic Oregon Trail signs, with cream-colored letters on a brown background, are part of a statewide signing program designating individual scenic or historical locations. All of the so-called brown signs will use the same color scheme.

Among them are signs designating wind surfing areas open to the public, wine routes and ski areas.



**PUTTING OUT THE MAT**--Gov. Neil Goldschmidt painted "Welcome to Oregon" on the Interstate 205 bridge, one of six locations with the same design at major entrances to the state. A invitation to "Come Back" appear at the same locations for motorists leaving Oregon.

## '87 scholars aspire to become engineers

Glenn Jackson Scholars No. 5 and 6 proved themselves exceptional in high school. Now they want to pursue their equally exceptional ambitions.

Michelle Barnett earned a 4.0 grade point average at La Grande High School. Now she wants to earn a degree in computer engineering at Oregon State University, then explore the possibilities in the relatively new field.

Charles Hurst finished his senior year at Oregon City High School with a 3.93 GPA. He has his sights set on a career in aeronautical engineering once he finishes his studies at Rensselaer Polytechnical Institute in Troy, N.Y.

Both Michelle and Charles win \$2,500 a year for four years to attend an accredited four-year college, and are guaranteed summer employment with ODOT.

The two were chosen by a selection committee from among seven



**SCHOLARS**--Michelle Barnett of La Grande and Charles Hurst of Milwaukie are the 1987 Glenn Jackson Scholars.

finalists. The finalists were picked by the Oregon Transportation Commission from 33 applicants.

The Jackson Scholars program is designed to eventually sponsor eight students.

Michelle is the daughter of William and Sally Barnett of La Grande. He is a right of way agent for the Highway Division.

She uses her dance and singing interests in school plays--including

recent performances in "Annie" and "Hello Dolly"--and competes on her school's ski team. Michelle has been on the honor roll all four years in high school, and has been a member of the honor choir, school swing choir and Commotion Dance Troupe for the past two years.

This summer, Michelle said she hopes to stay in the La Grande area and work with the Highway Division in some aspect of engineering "to see what's available."

Charles is the son of Allen and Beth Hurst of Milwaukie. His father is a highway maintenance worker 2 with the Traffic Section, Investigation/Research Unit in Salem.

Although Charles said he's never been to the East Coast, he chose to attend Rensselaer Polytechnical because "it's an opportunity to see where I've never been before." Another motivation is that Rensselaer is constructing a \$35

See SCHOLARS, Page 5

### HIGHLIGHTS OF THIS ISSUE...

**PAGE 3** ODOT runners hope to build on Oregon's winning reputation among other state DOTs.

**PAGE 4** Highway Accounting's new controller is ripping down walls to improve efficiency.

**PAGE 5** Nine Highway employees are recognized for their efforts to save lives and prevent crime.

**PAGE 8** Candid Comments asks ODOT employees what's the key to on-the-job safety.



## A message from the director . . . .

May turned out to be my busiest month yet as ODOT's director. Only with the support of five excellent division administrators and with a Central Services Division staff can we continue to build positive relationships with the hundreds of people connected with the department.

One of my major efforts during this past month has related to minority interests. After dozens of meetings and even more private conversations, I'm impressed with the progress we have achieved, particularly in building trusting relationships within the minority community. I'm convinced that trust is due, at least in part, to communicating effectively and to keeping those channels of communication open.

For instance, over the past month, I met with a number of contractors and suppliers, several of whom have worked with ODOT for years. I approached those meetings with a need to open communications and to develop a free exchange of ideas with those who do business with us.

I intend to continue meeting with our contractors and suppliers, but I think it's safe to say that we're off to a good start.

As a member of the Joint Policy Advisory Committee for Transportation at Portland's Metropolitan Service District, I recently participated in adopting a west side bypass alignment in Washington County.

Again, it took effective communication to make progress.

We arrived at a consensus, thanks in large part to ODOT's Rick Kuehn and Ted Spence. They worked with the technical staffs of the Department of Environmental Quality, the Port of Portland, Tri-Met and the Land Conservation and Development Commission and with local governments to hammer out a position on this major corridor.

### AT THE CAPITOL

The roads finance package, in the form of House Bill 2112, may provide the largest impact upon the Highway Division in its history. But because the package proposes a 60-percent increase in state revenues, it has been difficult to persuade legislators to accept.

Although we have a general agreement on the needs, those needs outstrip even this large, billion-dollar package to the extent that there has been considerable maneuvering in the distribution of funds, if they become available.

Transportation Commission Chairman Mike Hollern and I have met regularly with members of the House Transportation Committee and have followed HB2112 from that committee to the Revenue Committee to the House floor. So far, the bill has been amended 24 times to gain consensus in the Legislature.

Many people here at ODOT have contributed time and effort in molding those amendments, and I am grateful for their help.

As of this writing, I see light at the end of the tunnel, although the effort is not over yet. If the funding package does pass, it could bear a major impact on the highway program, in the near and distant future.

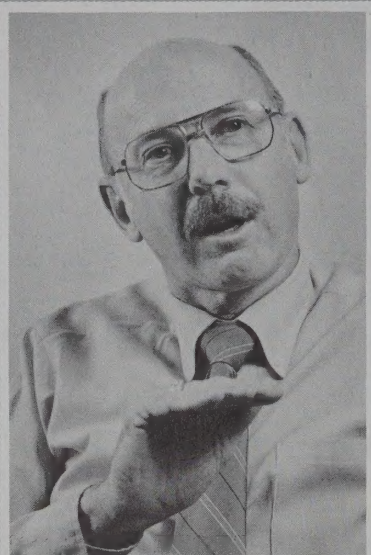
Perhaps the highlight of May was attending the 3-E Awards Banquet. The Highway Division holds the ceremony each year, and I am always impressed with the merit of the award finalists. The award, named in honor of Scott Coulter, recognizes employees' outstanding service by measuring economy, efficiency and excellence. I'd like to offer special congratulations to the winners--Don Ferris of Salem and Vern Neiswanger of Medford.

The Glenn Jackson Scholars Selection Committee had an extremely tough time this year selecting the two winners--Michelle Barnett of La Grande and Charles Hurst of Milwaukie. The committee deliberated late into the evening to narrow the field of seven finalists before making their selection. To me, that's a reflection of the quality of the candidates for this prestigious honor.

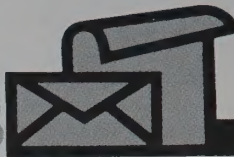
Yes, this past month has been a busy one, not only for me but for others in the department.

I'm looking forward to the conclusion of the current legislative session so that I can have more time to get out in the field and meet with more of you, to talk and share ideas.

*Bob Bothman*



## Letters



### Helped catch a thief

Dave Talbot,  
State Parks Administrator:

Earlier this year, our car was burglarized while parked at Bullards Beach State Park.

The burglary was witnessed by a school teacher, who got the state police. Eventually, the thief and his accomplice were caught with the help of two state police officers, the sheriff's department, Bandon Police, Coos Bay K-9 patrol and officers--and Jerry Phillips, a Parks employee.

I personally do not believe they could have caught the thieves without Jerry's help in showing law enforcement officers the ditches where the thieves ran and by watching the accomplice.

Jeanne McConnell  
North Bend

### Blown off the road

Don Adams,  
Assistant State Highway Engineer:

Thanks to the people who work on Oregon's highways.

I had a pickup and travel trailer accident 25 miles north of McDermitt, Nev. Because the wind was blowing so hard, I could not hold it on the road and my rig rolled completely over. I have four broken ribs, a collapsed lung and a punctured lung.

If the Oregon Highway Division personnel hadn't been right there to help me, I might not have survived. Thanks for your help.

Lorena and Bob Rasmussen  
Hines

### Cartographic cooperative

Larry Rulien,  
State Highway Engineer:

We would like to thank the people in your Mapping and Mileage Control Section for their cooperation in assisting us with our mapping needs.

In working on several projects relating to emergency management, 911 planning and rural addressing, we found our existing cartographic materials inadequate. Through cooperative efforts with your department, we have been able to obtain maps needed to assure these projects' progress.

Umatilla County  
Board of Commissioners

### Quick response

John Gunter,  
District 3 Maintenance Supervisor:

I want to thank Dick Krog [highway maintenance supervisor C] for assisting the Marion County Sheriff's Office in its response to a one-vehicle accident in late April.

On U.S. 214 near U.S. 219, a vehicle had struck a power pole and had toppled a transformer onto

the roadway. The transformer was spilling oil, but it was unknown if the oil contained PCBs.

Shortly after we arrived, Dick responded to the scene on his own initiative, evaluated the problem and assumed responsibility for traffic control.

Obviously, Dick is a credit to your department. I appreciate his quick response and generous assistance.

Robert Prinslow  
Marion County Sheriff  
Salem

### Friendly park host

Dave Talbot,  
State Parks Administrator:

Just a note to let you know how much my husband and I enjoy your state parks.

During a trip earlier this year, we stayed at Honeyman and at Bullards Beach state parks. We found the host at Bullards Beach very friendly and helpful.

Charlotte Shields  
Woodinville, Wash.

### Agency cooperation

Bill Maude,  
Assistant Region 8 Engineer:

Upon a recommendation from your department, the Bureau of Land Management has completed the salvage and removal of many identified danger trees along U.S. 199 near Hays Hill.

Two ODOT employees assisted in this project. Terry Lollar [highway maintenance supervisor C] of the Grants Pass office provided traffic control during removal of the timber by our contract logger. Charles Tucker [engineering technician 2] of the Medford office assisted by setting up the necessary permits and timetables.

Harold Belisle  
Medford District Manager, BLM



### ODOT NEWS

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# ODOT runners compete to retain national standing



**ON THE RUN**--A pack of runners eases into the first mile of the Running Challenge 10-kilometer race at Minto-Brown Island Park. The run, held during National Transportation Week, determined ODOT's top five times to be submitted for national competition.

## Malaysian Takrah team visit linked with award

For the second time in three years, ODOT and Judson Middle School of Salem have been recognized as having the most outstanding Business Partnership in Education Program for this school year.

The award is presented annually by the Salem-Keizer Public Schools and both the Salem Area and Keizer chambers of commerce.

The program pairs local businesses, non-profit organizations or state agencies with a Salem-Keizer school. The goal is to benefit the business and enrich the school's curriculum without spending additional tax dollars, according to Virginia Carey, records manager and coordinator of the program for ODOT.

Bringing the Malaysian national Sepak Takrah team to Salem during National Transportation Week "played a significant part in getting the award," Carey said.

In Takrah, three players kick a rattan ball over a low net using soccer and martial arts skills, according to Carey.

More than a dozen events were coordinated through the business partnership, she said. Among the other program activities were:

- Tours of the Transportation Building for Judson students and staff;
- Exchanges of Judson staff and students with ODOT employees, including a shadowing of students during a school day;

## Surcharge

**SURCHARGE**, From Page 1  
able adverse feelings for the Parks Division employees collecting the fee."

The commission's resolution further agreed to approve increases in overnight camping fees to offset the revenue loss if the bill passes.

The House Transportation Committee, chaired by Rep. Jim Whitty, passed the bill to the House floor during a hearing May 26. Testimony



**TAKRAH**--A member of the Malaysian national Takrah team demonstrates his sport at the Picnic in the Park during National Transportation Week.

- A series of volleyball competitions among ODOT employees at Judson;
- Performances by the Judson choir at the Highway Division 3-E Awards Banquet and by the Judson band at the Picnic in the Park during National Transportation Week;
- A talk by Ron DeAngelo of Employee Development to Judson students and staff on communication; and
- A display of Judson student artwork in the Transportation Building lobby during National Transportation Week.

The ODOT/Judson Business Partnership began in 1985.

supporting elimination of the fee came from one senator, three representatives and an officer of the Oregon Good Sams, a recreation vehicle users group.

A House vote on the measure should come early this month.

"If the bill passes, we will spend the next six months letting non-residents know that the surcharge will be unplugged Jan. 1," said Parks Administrator Dave Talbot.

For the second consecutive year, Joel Bake of South Beach State Park won the 10-kilometer Running Challenge at Minto-Brown Island Park in Salem.

The National Transportation Week event attracted 40 runners.

Bake's time of 33:23--along with the other top five times entered for the competition--will be compared later this month with those submitted by other state DOTs.

Oregon has won the 10K Open race four times in the past eight years.

ODOT's other top five times submitted are: Al Tocchini, Parks Headquarters, 35:44; Eb Engelman,

Environmental Section, 38:01; Karl Krueger, DMV Headquarters, 39:04; and Andy Booz, Public Affairs, 40:32.

Susie Braun of DMV Headquarters won the 10K Women's race in 43:55. Rose Hayden, Environmental Section, was second in 55:06, and Marilyn Teleck, Highway Maintenance, was third in 55:12.

While Tocchini won the over-40 Master's 10K run, Vern Hahn of Internal Audit was second in 41:18 and Tom Bricher of Road Design Section was third in 41:29.

John Lilly of Parks Headquarters won a two-mile run, held in conjunction with the 10K, in 11:38.

## State ranks Highway ideas best

New ideas generated by Highway Division employees won statewide recognition three times in five months.

The state Employee Suggestion Awards Board picked three suggestions as the best submitted from any Oregon state agency during October and November, 1986, and in February of this year.

Those suggestions are:

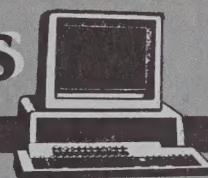
- Use of a check valve on paint pumps to save material and cleanup time, an idea submitted by Kenneth Broadwell of the Region 2 Highway Traffic Line Crew, judged the outstanding suggestion for October 1986;

- Replacement of bridge sills using jacking techniques and equipment, an idea submitted by Orren Vann of Region 2 Bridge Maintenance, judged the outstanding suggestion for November 1986; and

- Use of a V-plow on a 4-by-4 loader, an idea submitted by Robert Buxton of the Baker Highway Maintenance Crew, judged the outstanding suggestion for February 1987.

In most cases, the ideas saved time and money and improved safety on the job, according to Alan Lightner, manager of ODOT's Suggestion Awards Program.

## News briefs



### Highway meets affirmative action goals

State Highway Engineer Larry Rulien told the Oregon Transportation Commission at its May meeting that the Highway Division is making good progress internally with affirmative action, and has consistently met external contracting goals.

While minorities comprise 5 percent of the state's labor force, the division's percentage of minority employees is 7.2 percent. Representation of women went from 8.5 percent in 1980 to the current 14.6 percent, he said.

### Campsite reservations up 25 percent

The Parks Division is finding its reservation system has grown in popularity.

Reservations for park campsites are nearly 25 percent above a year ago, according to the Campsite Information Center in Portland.

### New commission meets in Lake Oswego

During May, the Oregon Transportation Commission met outside of Salem for the first time since Gov. Neil Goldschmidt appointed four new commission members in January.

The commission held its formal meeting in Lake Oswego, then toured the proposed Sunrise Corridor and met that evening with the Washington Transportation Commission in Vancouver, Wash.

### Weighmaster video wins CAMPRO award

"Weighmaster," a 12-minute video tape shot by Ted Burney of the ODOT Photo Lab, won the audiovisual/slide/video category in the annual CAMPRO awards competition.

The video was designed as an orientation to the Weighmaster Office as part of the 1986 National Transportation Week.

CAMPRO, or the Capitol Area Media and Public Relations Organization, was formed 11 years ago as a forum for those in the communication business.



# DMV invites leaders to do counter work

The Motor Vehicles Division is providing some of its customers with an opportunity to better understand--maybe even appreciate--what it does.

Five DMV field offices invited members of civic and service organizations to volunteer for a Day Behind the Counter at DMV.

Those field offices--in Astoria, Corvallis, Grants Pass, Ontario and Roseburg--generated a total of 41 volunteers to work for an hour at a time during National Transportation Week.

"We wanted to help people better understand what we do," said Vinita Howard, DMV Public Affairs manager. "We thought that, possibly, they would understand that it's not that easy."

Howard said the concept was based on selecting opinion leaders

in the five communities, then having them report on their experience at their organizations' next meeting.

Each DMV field office manager is encouraged to attend that meeting, according to Howard.

"We hope to get local DMV managers better known in their communities," she said.

During their hour behind the counter, volunteers were told of common DMV procedures and the reasons for them, such as checking a vehicle identification number, vision screening and report writing. Driver tests were not included in the agenda because of time restrictions and liability problems.

Although Howard has not yet received written reports from each of the participating field offices, she said the response to the first Day Behind the Counter was positive.



**BEHIND THE COUNTER--**In the Corvallis Motor Vehicles field office, members of the local chamber of commerce spent a day behind the counter. From left are: Lanny Zoeller and Marv Newcomb, chamber members, and DMV Office Manager Will Broadbent.

## Radio broadcast designed to encourage tourism

Interstate travelers stopping at the Roseburg rest area this summer will be able to tune their AM radios to an experimental visitor information broadcast.

The two-month pilot program, in response to Gov. Neil Goldschmidt's Oregon Comeback plan, is cosponsored by the Highway Division, Travel Information Council and local governments and chambers of commerce.

Beginning in July, a low-power digital radio transmitter will broadcast 90-second messages a one-half mile radius from the northbound Interstate 5 rest area south of Roseburg.

Drivers traveling north on I-5 will see a white-on-brown Visitor Information sign attached to rest area advance signing.

A second white-on-brown sign inside the rest area will indicate the broadcast frequency. Drivers can then tune in to the continually broadcast message, produced jointly by the Roseburg and Cottage Grove chambers of commerce.

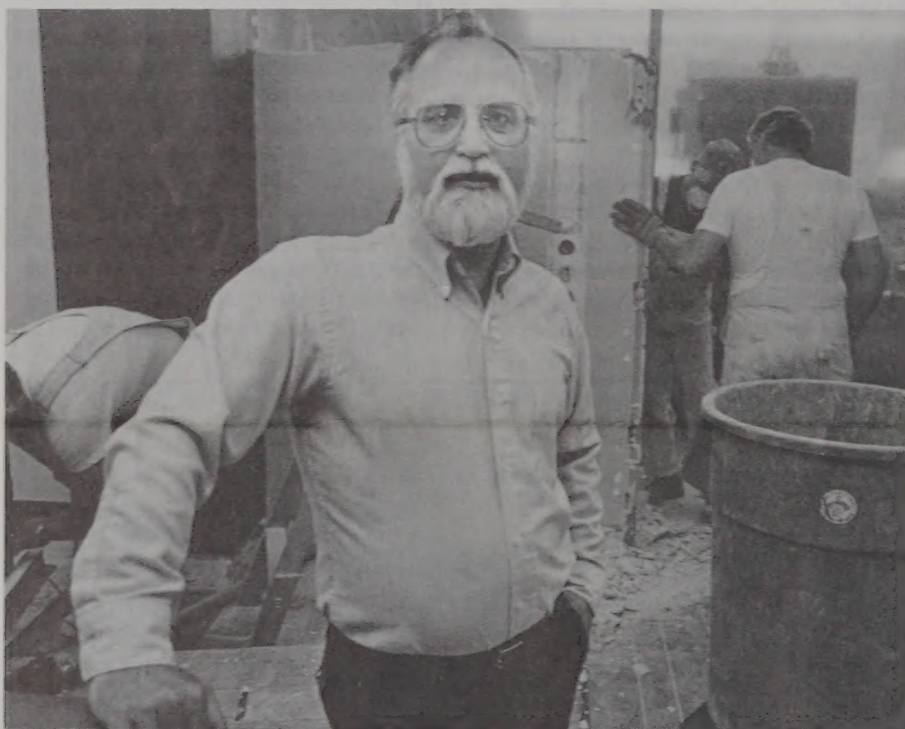
The broadcasts will tout local activities and attractions. No commercial messages will be allowed, according to Cheryl Gribskov, director of the Travel Information Council.

The Highway Division will install the signs and the transmitter, while Douglas County has agreed to maintain the radio equipment after installation.

If the experiment is successful, the program could spread statewide, she said. In that case, local community boosters would be required to purchase the broadcast systems and to update the messages.

The Roseburg-Cottage Grove area was chosen because it is least

effectively covered by the state's Travel InfoCentres, according to Gribskov. The area is roughly midway between the Siskiyou and Gettings Creek Travel InfoCentres, located near Ashland and north of Cottage Grove.



**RENOVATION WORK--**Doug Goldbach, ODOT's new controller, stands amid the rubble in the Accounting Section. The office, on the fourth floor of the Transportation Building, is reorganizing the work load and changing many of the accounting processes currently in use.

## New controller initiates change

The new Highway Accounting controller is tearing down the walls.

When he arrived for the job from Chinook, Alaska, Doug Goldbach found that the Accounting Section's work flow was obstructed by its physical layout.

So he decided to do some desk shuffling. And, in his opinion, that meant tearing down the walls.

"The payment process was in three different rooms. In some cases, we found conflicts of interest and a lack of internal control," he said.

Goldbach, 43, said he's taking seriously the three basic findings of a recent audit. It concluded that, at the time of the study, the Highway Accounting Section had a lack of internal control, that the payment process was slow and that the section lacked in training for the STARS system.

STARS stands for State Accounting and Reporting System.

Goldbach, a native of Philadelphia, had worked as assistant director for finance at the Alaska

Department of Transportation for six years prior to coming to ODOT. Before that, he was finance officer for Alaska's Department of Health and Social Services.

After Goldbach finishes tearing down the walls, he believes one of the most challenging jobs ahead of him will be getting the STARS system on-line for each of ODOT's six divisions, and then training the field to use it.

Currently, STARS is tied in with the Highway and Parks divisions.

By the end of this year, he expects to have Central Services, Aeronautics and Public Transit functioning with STARS. By December 1988, he believes the Motor Vehicles Division can be tied into the STARS system.

Training field workers on the STARS system shouldn't attempt to make accountants out of the people who use it, Goldbach believes.

Instead, he said, "It should tell people how to process their documents and prepare the things they need to do their jobs."

# 5 and 10 Years Ago

JUNE 1982

- State Highway Engineer Scott Coulter said the recent defeat of Ballot Measure 4, a proposal for a statewide gas tax increase, could lead to a gradual decline in road conditions and postpone the Six-Year Highway Improvement Program unless Highway receives additional revenue.

- An economic study by the Parks Division indicates that two-thirds of all travelers to the Oregon Coast visit state parks and that half of them use the campgrounds there.

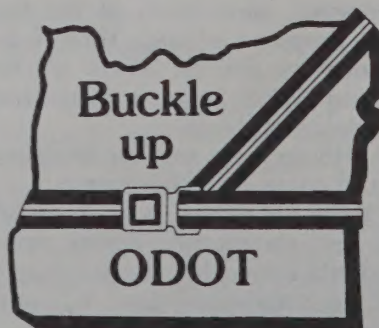
- A record estimate of 55,000 people viewed the National Transportation Week exhibits displayed throughout the state in May.

JUNE 1977

- A new highway revenue package, built around a 2-cent per gallon state gas tax increase, was introduced in the House Revenue Committee.

- ODOT Director Bob Burco traveled to Washington, D.C., for a two-day visit that included a private meeting with Secretary of Transportation Brock Adams in an effort to inject "flexibility" into the proposed 1978 Federal Highway Act.

- An interpretive center opened at Champoege State Park. Visitors can hear "talks" by historical figures and see artwork, maps and photographs that explain Champoege's past.





# Goldschmidt honors 9 lifesavers

Nine Highway Division employees who were involved in lifesaving efforts over the past year were publicly commended by the governor and top ODOT officials at a "Picnic in the Park."

The ceremony was held last month in Salem during National Transportation Week.

Gov. Neil Goldschmidt presented each of the nine with commendation certificates signed by himself, ODOT Director Bob Bothman and State Highway Engineer Larry Rulien.



Peggy Kile

Rulien described each of the employees' lifesaving actions:

• **Ervin Hanger**, a highway maintenance worker, witnessed an October 1986 accident in which an Oakland woman was thrown from her vehicle and landed face down



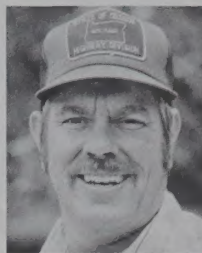
Ervin Hanger



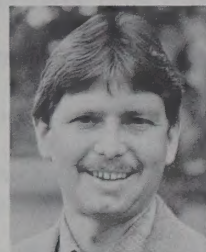
Michael Moore



Christine Park



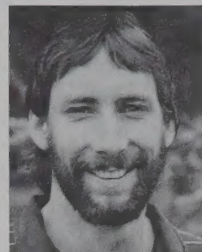
Jim Espenel



Bernard Kleutsch



Robert Wheeler



Jack Withers



Richard Krog

in a creek near Elkton. He and two others immediately rushed to her aid, and elevated her head just enough to prevent drowning. Authorities later indicated that his experience in first aid probably saved her life, since she could have died had an attempt been made to move her immediately.

• **Michael Moore**, a highway maintenance worker, received a report of a serious accident on Highway 22 in August 1986 while working at the Santiam Junction Maintenance Station. He quickly called for a helicopter ambulance and then rushed to the scene,

where he administered first aid to a young girl who had suffered a fractured skull and a severe laceration. The girl later recovered.

• **Christine Park and Jim Espenel**, both highway maintenance workers, spotted a Portland woman in obvious distress. It turned out that she had been stung by a yellow jacket and was suffering a massive reaction. She had begun a 30-minute drive to the hospital but was beginning to black out. Park and Espenel assisted her into their Highway Division truck, rushed her to the hospital and applied necessary first aid en route. The victim is cer-

tain she would not have survived without their assistance.

• **Peggy Kile**, an Astoria toll keeper, reacted to a hunch in April when she quickly glanced into the rear seat of a car while the driver's attention was diverted as he searched for change. Kile spotted a bound woman who silently mouthed the word "help" three times. Without asking questions, Kile let the car proceed, watched what direction it turned and then quickly notified authorities. Within minutes, the car was stopped by police, the driver was arrested on kidnapping and other charges and a woman from Washington was released, frightened, but unharmed.

• Three members of the Region 2 geology crew--**Bernard Kleutsch, Robert Wheeler and Jack Withers**--in March arrived at the scene of an accident on the Siletz River Highway, and were later joined by **Richard Krog**, a highway maintenance worker. A car had slipped over an embankment and landed top down in a creek. Two individuals were attempting to hold the vehicle up so that the driver was not trapped underwater. Kleutsch, Wheeler and Withers quickly hooked a winch to the vehicle and pulled it clear so that a door could be opened to free the driver. Krog arrived a short while after the other three and aided in the rescue.

## Fund drive to end in 1988

Having edged over the \$200,000 mark by a "few pennies," Gary Potter says the Glenn Jackson Scholars fund drive will go over the top in 1988.

Potter, who has headed up the ODOT fund raising campaign the past two years, said \$40,000 was raised this year, \$3,000 more than a year ago.

In addition to direct contributions, money is being generated by a bowling tournament, T-shirt and sweatshirt sales and a yard sale.

"We were just celebrating the \$40,000 when along came a friend of ODOT, who wishes to remain anonymous, who pledged \$20,000. That pencils the total out to a few pennies over \$200,000," only \$50,000 short of the goal, Potter said.

Originally, the \$250,000 fund was to be created by raising \$50,000 from employees, \$50,000 from the Oregon Transportation Commission and friends of the late Glenn Jackson, and \$150,000 from charitable trusts.

While charitable trusts have not contributed to the scholars fund, commissioners and friends have given \$80,000 and ODOT employees have given \$120,000.

The \$250,000 fund goal will provide \$2,500 scholarships to eight students annually, Potter said.

## Scholars

Continued from...Page 1  
million aeronautics research facility, scheduled for completion this fall.

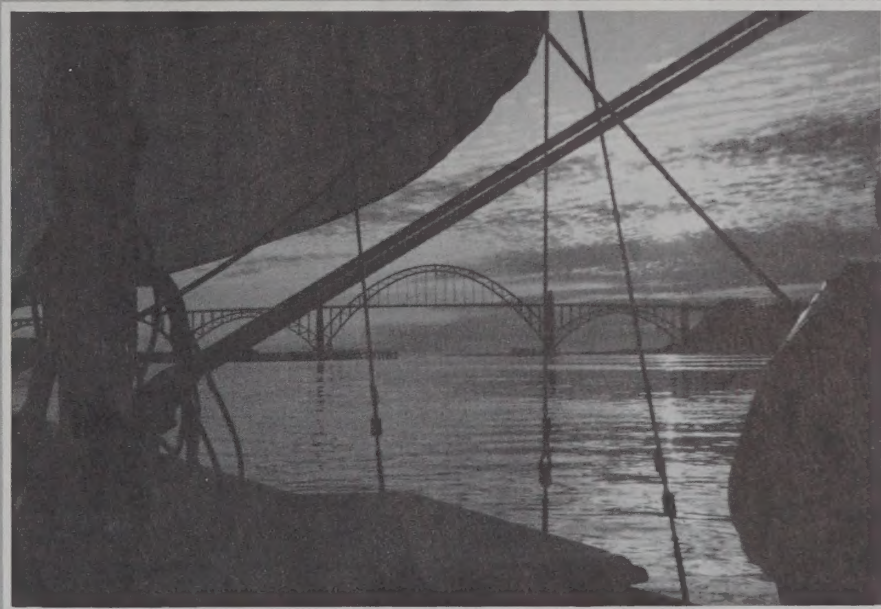
He balances his curiosity about space with a strong interest in English literature, and considers himself a "Renaissance man."

Charles graduated from high school as a National Merit finalist and was undefeated in state high school chess competition.

After he graduates from college, he hopes "to get actively involved in the space industry."

## ODOT Photo Contest

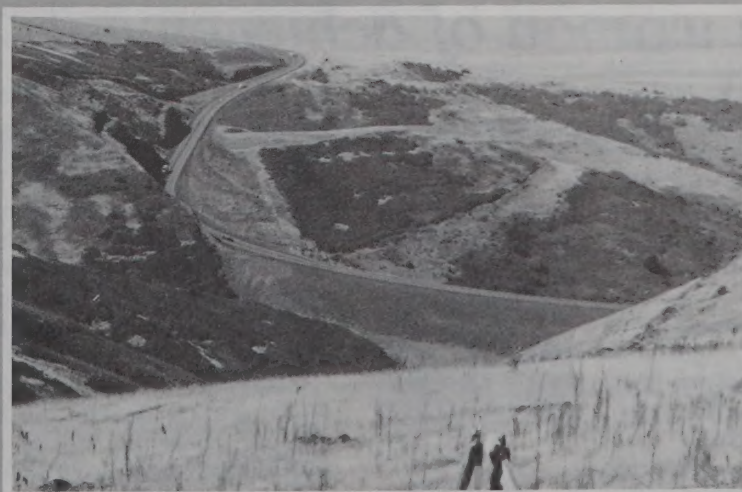
**TOP THREE PHOTOS**--These three photos were chosen from among 52 entered in the annual ODOT Photo Contest as part of National Transportation Week. The subject of Clark's photo is the Yaquina Bay Bridge in Newport; Sather's entry shows scuba divers at a Pistol River bridge inspection; and Johnson shot this photo of Interstate 84 on Cabbage Hill in Eastern Oregon.



**First place**  
Kayda Clark, Milwaukie



**Second place**  
Mike Sather, Salem



**Third place**  
Brigitte Johnson, Salem





**3-E AWARD--**At the 3-E Award presentation are, from left: Martha Coulter, wife of the late State Highway Engineer Scott Coulter, Assistant Project Manager Vern Neiswanger, Carpenter Foreman Don Ferris and State Highway Engineer Larry Rulien.

## All 3E finalists are 'big winners,' Rulien says

While Don Ferris, Salem, and Vern Neiswanger, Medford, are this year's 3-E Award recipients, State Highway Engineer Larry Rulien said the 12 other finalists are "big winners," too.

The 3-E Award is named after the late H. Scott Coulter, former state highway engineer, and recognizes outstanding

Ferris, a 26-year veteran with the Highway Division, has been a carpenter foreman in Salem for the past two and one-half years. Before that, he worked on striping, electrical, paint shop and carpenter crews.

Neiswanger has been with the division more than 28 years and has been in Medford since the mid-1970s. As assistant project manager, he helps supervise state highway construction activities throughout Josephine and Jackson counties.

The two winners were jointly announced at the recent 3-E Awards Banquet in Salem by Rulien and Coulter's widow, Martha.

The other 12 finalists were: Horace King and Paul Mather, Region 1; Raymond Kronser, Region 2; Marty Havig, Region 3; Tom Schuft and Tom Garner, Region 4; Mike Eden and Norman Collins, Region 5; Robert Kuenzli, Duane Christensen, Phil Rabb and Neil Charles Walker, Headquarters.

service by measuring economy, excellence and efficiency.

Rulien said the 14 candidates were "picked by their peers as being the type of individual Coulter would have recognized as carrying out the economy-excellence-efficiency thought."

"All were outstanding candidates and deserving of their nomination," he said.

## Civil Rights manager chosen as woman of achievement

Vicki Nakashima, manager of ODOT's Civil Rights Section, was named as one of four women of achievement at the Young Women's Christian Association banquet.

The banquet last month ended several months of searching for, and considering nominees in the Mid-Willamette Valley who have shown strength in leadership, according to news accounts. As one of 28 honorees, Nakashima is expected to help others learn



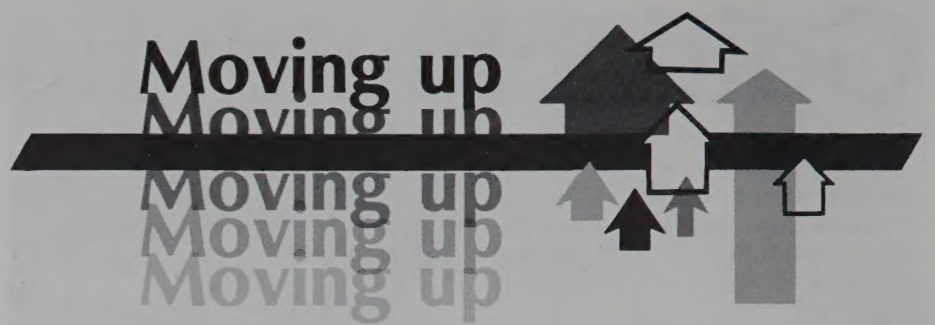
Vicki Nakashima

by contributing her talents to the community through workshops and other projects.

Each of the nominees' names was submitted by their employers for their contributions toward making a significant difference in women's roles in the workplace.

Quoting from Nakashima's nomination:

"Nakashima has developed programs and participated in problem solving to bring about change throughout state government. She developed an affirmative action plan and initiated training programs that are bringing the Department of Transportation to the forefront in acting on this issue within state government."



### Highway Division

Louis Bosso, highway maintenance worker (HMW) 2 to HMW 3, Milwaukie

Nick Carl, engineering aide (EA) to engineering technician (ET) 1, Portland

Harvey Christensen, EA to ET 2, Traffic Section, Salem

Michelle Cleghorn, ET 1 to ET 2, Portland

Thomas Dibler, HMW 3 to HMW 4, Coquille

Scott Failmezger, EA to ET 1, Portland

Pua Gale, clerical assistant to clerical specialist, Accounting Section, Salem

Fred Gibbons, HMW 2 to HMW 3, Silver Lake

Tim Hale, EA to ET 1, Portland

Jerry Howerton, HMW 3 to highway maintenance foreman (HMF) 1, Enterprise

Mark Johnson, highway engineer (HE) 1 to HE 2, Road Design Section, Salem

Alex Kuehn, HMW 2 to HMW 3, Enterprise

Scott Liesinger, HE 1 to HE 2, Road Design Section, Salem

Charles Middleton, HE 2 to HE 3, Road Design Section, Salem

Edward Roberts, ET 1 to ET 2, Portland

Richard Scanlan, maintenance repair worker 2 to carpenter, Milwaukie

Terry Sladky, HMW 4 to HMF 1, Sandy

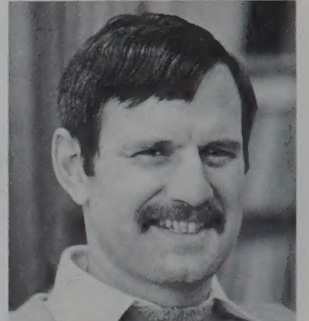
Joe Speight, supervising highway engineer (SHE) C to program executive D, Program Section, Salem

Robert Stenerson, HE 3 to HE 4, Construction Section, Salem

Jerry Street, SHE B to SHE C, Road Design Section, Salem

Mark Usselman, HE 1 to HE 2, Region 2, Salem

Stephanie Zoref, ET 1 to ET 2, Portland



Joe Speight  
Program Executive D  
Salem



Stephanie Zoref  
Engineering Technician 2  
Portland

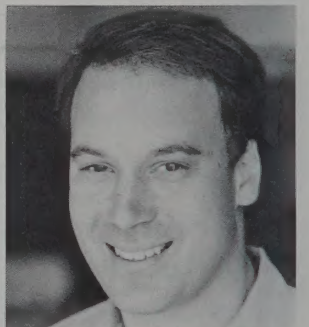
### Parks Division

James Beauchemin, park manager B to park manager C, Prineville Reservoir

Ion Herring, program executive A to program executive B, Valley of the Rogue State Park

Leslie McLay, park aide to park ranger 1, Farewell Bend State Park

Bill Moragne, park manager B to park manager C, Sunset Bay State Park



James Beauchemin  
Park Manager C  
Prineville Reservoir

### Retirements

Daniel Aberge, motor vehicle office manager A, Brookings, will retire in June after 12-plus years of service.

Herbert Campbell, body and fender repair worker, Highway Equipment Shop, La Grande, retired in April after five years of service.

Bonnie Crawford, DMV management assistant B, Salem, retired in May after 21 years of service.

Ruth Dansen, DMV motor vehicle representative 1, Portland, retired in March after 23 years of service.

Bob Dow, DMV program executive B, retired in May after 31-plus years of service.

Doris Dunahoo, DMV office manager A, The Dalles, retired in May after 13 years of service.

Elda Garton, management assistant A, Highway Region 1, Portland, retired in April after 19 years of service.

Willard (Bill) Mallory, motor vehicle office manager A, St. Helens, will retire in June after 37 years of service.

Otto Staples, highway engineer

2, District 21, Milwaukie, retired in April after 17 years of service.

Betty Thrasher, DMV motor vehicle representative 2, Milton Free-water, will retire in June after 19-plus years of service.

William Woosley, highway maintenance worker 3, District 9, Warm Springs, retired in April after five years of service.

### Safety awards

Condon Maintenance Crew; Mark Phillips, supervisor; 250,000 hours.

District 10 Office Crew; Richard Nelson, supervisor; 18 years.

District 11 Office Crew; Donald Thurston, supervisor; 24 years.

Burns Maintenance Crew; Tom Swisher, supervisor; 100,000 hours.

Heppner Maintenance Crew; Ron Dowse, supervisor; 200,000 hours.

Pendleton Sign Crew; Bruce Hilde, supervisor; three years.

Beverly Beach Park District; Roger Holstein, supervisor; 100,000 hours.



# On the job with Ed Hunter



By John Elliott

Highway Information Officer

Although some who have watched him go full-speed ahead for the past 39 years may be just a bit skeptical, Ed Hunter insists he's going to "stop and smell the roses" beginning July 1.

Unless there are significant legislative changes in existing pension plans, June 30 will mark the end of a career that began when he became a "stake artist" on a Highway Division survey crew in Albany.

The early years of his career were in an era built for the likes of Hunter, now an assistant state highway engineer and a self-confessed "action-oriented, hard-driving" manager. There was an interstate freeway system to be built.

"You felt you were contributing a bunch to the whole state of Oregon. You could see the fruits of your labor, whether it be I-5 or I-80 (now I-84)," says Hunter.

"There was a lot less politics then. Certainly, federal law, rules and regulations, and some state laws have added tremendously to the paper burden. They have also added tremendously to the frustration people feel in trying to put projects together and get them to bid.

"We spend easily as much time with paper as we do in location and design. It was a lot more fun when we located projects in the winter and contracted them the next summer, rather than the three to eight years it takes now," Hunter says.

However, he goes on to observe that "the fellows following us, the ones with 10 or 15 years experience and coming up the ranks, have more expertise in handling the managerial and human side today than most of us older guys.

"They are better educated technically, they are into the modern technology of computers and electronics, they are prepared for this new era. Experience will come with time."

A native of Fresno, Calif., Hunter came to Oregon while still in grade school.

He served aboard a Navy destroyer in the Pacific near the end of World War II. Discharged in the summer of 1946, he enrolled at Oregon State University under the G.I. Bill, and attended for two years before joining Highway full time in 1949.

Hunter was promoted to head chainman at \$240 a month by late 1950. When a salary adjustment moved his pay to \$261, he decided with his steady girl, Bettymae, that if they combined their salaries they

joining the division, he knew he was "at the end of my rope. I had to be registered" to be promoted, he says.

**"You can't procrastinate. Inaction is the greatest error you can make."**

He made that observation at the family supper table one evening and his wife said, "I wish you'd quit talking about it and do it."

For a solid year, Hunter put in his regular work shift, studied nights, often until 1 or 2 a.m., and spent most weekends with his nose buried in textbooks. He claimed only

days, he studied from 8 a.m. until 5 p.m. and he took Sundays off completely.

In the spring of 1960, he passed. "I didn't even ask what my score was," he says.

Almost immediately after passing the exam, he was offered promotions to both Portland and La Grande. He chose Portland, which opened up La Grande for H. Scott Coulter, who later became state highway engineer.

By late 1962, Hunter returned to Salem as field maintenance engineer, and was promoted within a year to maintenance engineer. In July 1970, he became parks administrative engineer.

Then, one year later, he became assistant state highway engineer, a position he has maintained nearly a dozen years--with two exceptions. He spent over a year in the former position of deputy state highway engineer and served briefly as acting state highway engineer following Coulter's death.

## Floods and Snowstorms

In a career filled with memories, Hunter looks back on his assignment as maintenance engineer as a period of particular excitement. There were major floods and historic snowfalls. Those who know him best say that's when Hunter is exceptional.

State Highway Engineer Larry Rulien, for instance, describes Hunter as "one of the greatest guys you could ever find when you have a crisis or emergency situation. He's able to respond and get a lot of activity into motion quickly."

In Hunter's view, "You can't procrastinate. Inaction is the greatest error you can make. Nothing happens. The consequences are worse than an occasional error, which can often be corrected."

As for the future, he and his wife simply hope to spend more time together.

"I do look forward to doing what we like, whenever we feel like it."

That could mean sharing a golf game, maybe even a day fishing together. And, with retirement, he may find time to go hunting with his three sons-in-law.

But after a career of doing what needs to be done--and quickly--he's looking forward to a slower pace.

Ready or not, he says, "I'm even going to stop and smell the roses."



**CONTRIBUTOR--**After a fast-paced career of 39 years, State Highway Engineer Ed Hunter wants to "stop and smell the roses" beginning July 1. His retirement will give him chance to reflect on his accomplishments, including his supervision of the location work and construction of Interstate 84 in the Columbia River Gorge from Multnomah Falls to The Dalles.

could afford to get married.

The Hunters are now the parents of three grown daughters, have one grandchild and another due in August. They refer to themselves as the "I-5 crowd," since all live adjacent to that freeway--in Salem, Roseburg, Eugene and the Seattle area.

Following assignments in Astoria and Portland, Hunter came to Salem to head the rural design section for the interstate program.

At the time, about 10 years after

an occasional Sunday for himself.

He needed a score of 70 on the exam. The 68.7 he received "was a big disappointment, even though we knew there wasn't much chance with only one year to get ready," he says.

He embarked on a new, "relaxed" study pattern for the next year. It called for him to work full time, come home and play with his children briefly and then go back to the office to study until about 11 p.m., five nights a week. On Satur-

## Retirees report

**Carl Reed**, Silverton, senior heavy equipment mechanic, Highway Equipment Truck Shop, retired 1983.

When not at home on his 45 acres of land west of Silverton, Carl and his wife Ann travel. Recently, they joined other family members for a trip to Alaska, where Carl's son lives.

Every day, Carl and Ann walk for about 45 minutes as part of Ann's



rehabilitation from heart surgery. Later this summer, Carl says, they hope to start bicycling.

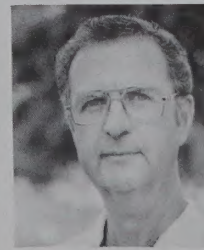
"Occasionally, I get a chance to visit with the shop folks, and visit my Highway friends at retirement parties and at the Highway Retirees luncheons," he says.

**Dennis Clarke**, Salem, public information officer, Public Affairs, retired 1984.

Dennis will have a chance later this month to reunite with a long-time, hometown friend--Doc Severinsen.

He plans to meet with the well-known trumpeter and band leader for The Tonight Show at the 1987 Big River Band Festival in Arlington on June 20.

While Doc is known for his trumpeting style and flamboyant attire on television, Dennis is better known in the Salem area for his trumpeting in four jazz bands. He also plays gigs with ODOT's Trans-



ooters, a Dixieland jazz band.

He's been playing with the group since 1978, when it formed "to create feelings of a unified department and to add a little spirit" after the former Oregon Highway Department consolidated with other state transportation-related agencies.

Dennis also stays involved part time in public affairs. Last year, for example, he worked eight months for the Economic Development Department as building and operations coordinator for Oregon's Expo 86 office.



# CANDID COMMENTS

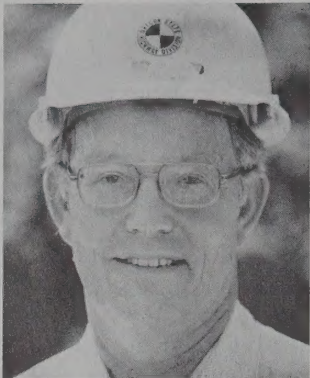
What's the key  
to on-the-job safety?

Anita Gruse, DMV  
Motor Vehicles  
Representative 2  
Corvallis Field Office



## Anita Gruse

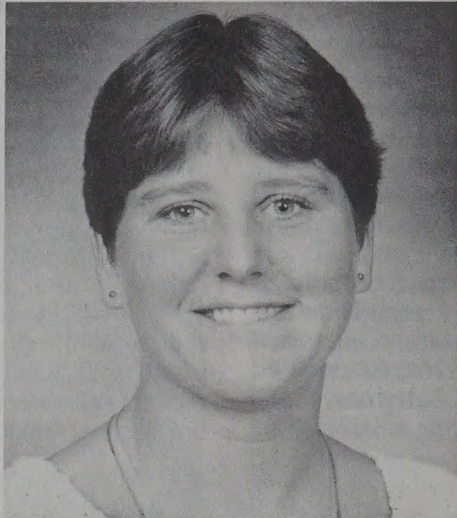
As a driver examiner, I find the use of safety belts to be the most important key to on-the-job safety. Keeping the driver aware of traffic situations is also important.



Ed Johnsen, Hwy.  
Geotechnical Engineer  
Road Design, Salem

## Ed Johnsen

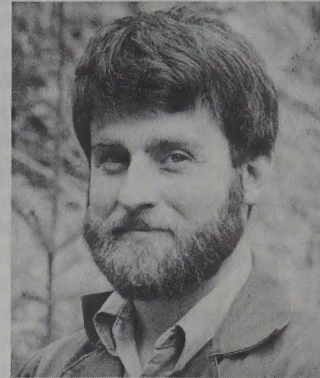
Safety training should keep employees aware of the basics--wearing hard hats and safety glasses, practicing safe driving habits, for example. Also, by visiting the work site, safety officers can alert workers to potential hazards.



Heidi Hansberger, Parks  
Park Ranger 1  
Viento State Park

## Heidi Hansberger

Common sense is the No. 1 concern. Being aware of your job situation, knowing the proper tools to use and having a basic knowledge of safety skills-- those are key to safety on the job.

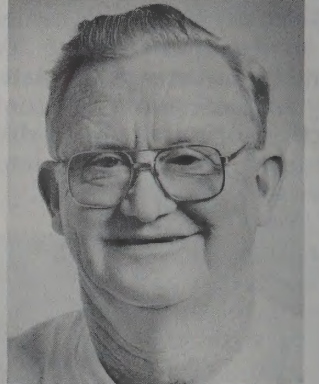


Lee Allen, Parks  
Park Ranger 1  
Honeyman State Park

## Lee Allen

We've got to recognize the possible dangers of what we're doing and proceed cautiously. At Parks, it's critical that we use safety equipment when necessary. Also, in our safety meetings, we just plain talk about safety, and that helps, I think.

Glen Haynes, Hwy.  
Highway Maintenance  
Worker 2  
Landscape Maintenance,  
The Dalles



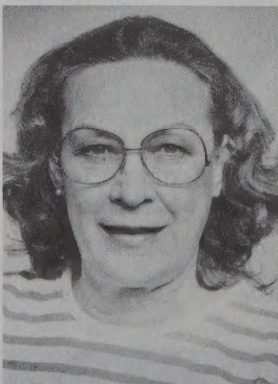
## Glen Haynes

You've got to be observant of what's around you all the time. You've got to avoid rushing into a job without thinking about safety first. Otherwise, you'll get into trouble.



David Taylor,  
Highway  
Maintenance  
Worker 3  
Traffic Line  
Crew  
Milwaukie

Elda Garton, Hwy.  
Office Manager  
NW Portland  
Construction  
Office



## David Taylor

The main thing is to be aware of your next move before you make it. Think ahead. Don't just make it and hope it's going to be okay.

## Elda Garton

Crew vision: That's the key. On a busy construction site, it takes everyone looking out for the other guy, because no one can stay safe by keeping to himself.



Gary Towne, Parks  
Park Ranger 1  
Fort Stevens State Park

## Gary Towne

It helps to have a knowledge of the tools and equipment you're using and to have forethought of the job you're doing. That's the key to on-the-job safety, I think.

Barbara McCracken, DMV  
Motor Vehicles  
Representative 1  
McMinnville Field Office



## Barbara McCracken

The only thing that we have to contend with is the glare from our computer screens. Our driver examiners face more danger than Motor Vehicles office workers. My job isn't really too dangerous, at least not at this point.



Ted Burney, C.S.  
Video Photographer  
ODOT Photo Lab

## Ted Burney

Common sense, wearing a hard hat and safety vest and watching out for the other guy are all key to being safe. I find it's important to give yourself an "out" in case you need to escape a dangerous situation.